

RAILROAD NEWS

SLOWER TIME EXPLAINED.

General Superintendent Park Appears in Merger Hearing.

New York, Feb. 24.—William L. Park, general superintendent of the Union Pacific railway, admitted on the witness stand today that he could not explain why the schedule of the Overland Limited between Omaha and Ogden had been shortened to 30 hours and 15 minutes last Sunday, as against 33 hours, which had been maintained since 1907.

Mr. Park was testifying at a continuation of the government's suit to dissolve the Union Pacific-Southern Pacific merger. The government's attorneys have sought to show that slower time has resulted from the merger, in that competition was destroyed and the necessity for fast competitive schedules obliterated. Witnesses for the road, on the other hand, have asserted that physical conditions were responsible for the reduction of the speed.

Vice President Kruttschnitt was questioned along this line last week, and federal lawyers took Mr. Park over the same ground today. It was then that he admitted that the recent change in the Overland Limited schedule had been made, as well as the schedule of a fast Union Pacific mail train.

Between 1909 and 1907, the Overland time from Omaha to Ogden was between 30 and 31 hours. This jumped to 33 hours in 1907 and to this 30 minutes was added last year.

"Can you explain why the time of your crack train increased when your line had been shortened up 90 miles and curvatures and grades improved?" asked the government counsel.

"Ever since 1900 we have had slow orders, varying from one to six hours, largely on account of the building of new bridges, ballasting work, etc., which made it absolutely necessary to lose time. The shortening of the line was only 40 miles on the Union proper," said Mr. Park.

Mr. Park sketched the history of the famous "Nellie Bly" special freight which was put on by the Union Pacific in its war with the Oregon Short Line, making the run on passenger train schedule between Council Bluffs and Ogden in 32 hours. He said he rode several times on the train and considered its speed unsafe. The train was withdrawn.

Increasing traffic on the Union Pacific gradually demoted the schedules. Mr. Park testified, the climax being reached during the fall and winter following the San Francisco fire. The congestion forced a general slowing up of running time.

William David Lincoln, car service agent of the Union Pacific at Omaha, and James P. O'Brien of Portland, Or., vice president of the Oregon Railroad & Navigation company, were witnesses today.

PARTY RATE WAR AVERTED.
Chicago, Feb. 25.—A rate war between western railroads arising from the controversy over second class party fares between Chicago and Minneapolis and St. Paul was averted, temporarily at least, at a special meeting of the executive committee of the Western Passenger association. The meeting was called following the announcement of the Soo Line of its intention to put in a \$4 five-party rate between Chicago and St. Paul and Minneapolis on March 2.

Efforts will be made to induce the Soo to withdraw its rate. The Chicago Great-Western agreed to withdraw its proposed rate of \$4.50 to Council Bluffs.

RATES INCREASED.
Railroads Decide to Raise Per Diem Charge on Freight Cars.

Chicago, Feb. 24.—All the railroads which are members of the American Railway association have decided to increase the per diem charge for the use of freight cars. The present rate which a railroad pays for the use of a foreign car is 25 cents a day while it is on its own rails. By letter vote, the association lines have decided to increase this to 30 cents beginning March 1, and thereafter the rates will be 30 cents during the months of March, April, May, June and July. During the remainder of the year the rate will be 25 cents. The increase of the per diem rate between Aug. 1 and March 1, is with a view of accelerating the movement of freight cars during the busy season.

SPIKE AND RAIL.
Supt. of Telegraph, T. Dyer of the Salt Lake Route is in town today. He reports telegraphic communication as restored between this city and Los Angeles through the Meadow Valley Wash, though the plant is not as permanent as it will be later on.

Western Pacific officials report a steadily increasing business, with enough extras running out to practically make the service daily. The fill in the lake is reported all right again.

Fifty Raymond excursionists are in town today from the Pacific coast en route east tonight over the Rio Grande.

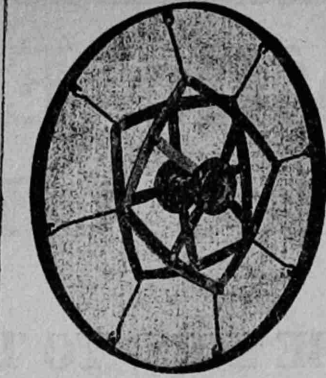
Trains 2 and 4 on the Central Pacific coastbound today, are too late today, for Rio Grande connections. Water troubles at the west are reported as the cause.

Passenger Traffic is reported good between this city and Milford, it being nothing unusual for a train to carry 900 passengers. When the weather clears up, it is believed this number will be largely increased. The cars run through to Barleay where there is a good stage line to Pioche.

General Agent Hair of the French line of steamers at Chicago, is in town, on a transcontinental trip.

MINER WAS CARELESS.
State Coal Mine Inspector J. E. Pettit has returned from Kennelworth coal mines where he went to investigate the death of an Italian miner named Baptiste Milano. He found this was due to the man's own carelessness and lack of caution in cutting down a lot of coal from the roof of a chamber. Mr. Pettit says a number of time he has been with mine superintendents when they would repeatedly warn miners against being in such a hurry to load their cars in places where coal was being broken down from above, and in each case the men engaged failed to give the warning proper attention. Mr. Pettit reports only about a dozen families left of the coal miners of six years ago. The experience has not been without its effect on the mining community there ever since, for it was enough to last for many years, and any professional trouble maker who shows himself in the camps of the state now receives very scant recognition.

THE Charlton Shop
Women's Outfitters Exclusively
EXCLUSIVE
Tailor Made Suits,
Coats, Gowns, Evening Wraps.
At Moderate Prices.
222 So. Main. Salt Lake.



The Misken Spring Wheel
For Baby Go-Carts

The wheel that is creating so much interest with parents. It rides with the ease of pneumatic tires. The Misken Spring Wheel Co. is beginning the equipment of a factory for the manufacture of these wheels, so that in a few months these wheels will be on the market.

BUS PASSENGERS

F. M. Evans, a well known business man of Los Angeles, is registered at the Moxum.

Findlay Watson, merchant of Park City, is a guest at the New Windsor.

Doctor J. M. Henry of Notus, Idaho, is in town on business, registered at the Moxum.

L. J. Foote, a theatrical man from Denver, is registered at the New Windsor.

C. A. Glazier, a business man from the Garden city, is a guest at the New Windsor.

J. D. Killpack, a real estate man from Driggs, Ida., is at the New Windsor.

Q. McBride, a business man of Berkeley, Cal., is a guest at the Cullen.

Knutsford—S. Herbert Williams, Boston; R. E. Hair, Chicago; M. Schatz, J. J. Wright and O. R. Claus, New York; J. L. Hackett, Louisville; W. L. Barclay, Laramie, Wyo.

Kenyon—H. S. Jameson, St. Louis; John R. Stanton, Chicago; David O. McKay, Ogden; William Gilmore and W. G. Reed, Tooele; H. L. Reynolds, Jr., Springfield; W. J. Dick, Chicago.

Cullen—H. J. Isle, Denver; W. M. Coleman, Mrs. John Turner, Heber; Q. McBride, Berkeley, Cal.; J. H. Cook, Newhouse; J. H. Hedger, Milford; E. L. Guffey, Denver.

Wilson—Mrs. Helen K. Wright, Los Angeles; E. O. Smith, Sioux Falls, S. D.; W. W. Bower, Laramie, Wyo.; Mr. and Mrs. C. S. Sutton, Kemmerer, Wyo.; Seth Thomas and W. W. Thomas, Malad; W. C. Blackburn, Boise.

Moxum—L. Ready and S. Woolley, Pocatello; W. F. Fitch, Eureka; Mrs. S. N. Roberts, Westfield, N. Y.; J. N. Mills and Mr. and Mrs. James Mills, Evanston, Wyo.

New Windsor—John Reed, Frontier, Wyo.; Mr. and Mrs. A. E. Adams, American Fork; Arthur R. Ruskin, Idaho Falls; C. D. Coates, William McCartney and William Gorman, Bingham.

Mr. and Mrs. George S. Fisher of Heber are registered at the Cullen.

Judge J. F. Childster of Richfield, was in Salt Lake on business, Friday, and registered at the Cullen.

Niels Frandsen, a cattleman from Redmond, is at the Cullen today, having come in from the south on business.

H. McKenna, one of Salina's successful stockmen, is at the Cullen hotel.

Hyrum G. Hayball, a successful merchant of the Queen of Cache, and at present one of the most active councilmanic participants in Logan's animated political battle now on in the city council, is registered at the New Windsor. Mr. Hayball is one of the Democratic hold-over councilmen. The council is evenly divided between Democrats and Republicans, and the Democrats refuse to confirm the Republican mayor's Republican appointive officers, and a dead-lock resulted. It is said to be a good-natured, but most determined fight, each side demanding men of its political complexion.

FIREMAN FILES CLAIM.
O. E. Maddy, a fireman, filed a claim with the city recorder this morning against the city for \$10,000 as damages. While fighting a fire in the city and county building on Aug. 16, 1909, the ladder on which he was standing fell and his instep of the left foot was broken. Maddy declares that he is permanently injured, and is willing to compromise with the claims committee of the city council.

PERSONALS.
Oscar Williams has returned from a business trip to New York.

Manager Bailey of the Smith-Bailey Drug company is rusticated on the Pacific coast.

W. G. Patrick of the Decker, Patrick company leaves today on a business trip to New York.

Manager A. Woodruff of the wholesale department of Z. C. M. I. has returned from a month's absence in the east, where he visited New York, Boston and other large centers.

R. W. Salisbury and bride have returned from their extended European tour, having experienced a very pleasant time.

Cashier T. W. Boyer of the Continental National bank has returned from a month's absence in the east, where he visited New York, Boston and other large centers.

Assistant Chief of Detectives Carl Hard of Manila, leaves Friday for San Francisco, where he will visit with relatives until March 8, when he sails for Manila to resume his official duties.

W. H. Masten, representing the Moline Plow company, Henny Buggy company, Freeport Carriage company, Mandt Wagon company and the Monitor Drill company, is in town from Moline, Ill.

Andy Myers, one of Idaho's 64 pioneers, now a resident of Lemhi county and at one time actively engaged in the Nez Perces wars, is in Salt Lake on his first visit to this city. He is delighted with Salt Lake.

RELIEF SOCIETY RECEPTION.
The general board of the Relief society cordially invites the officers and members of all Relief societies to attend a reception, which will be given in honor of the general secretary, Emmeline B. Wells, at the Relief society headquarters, Bishop's building, Salt Lake City, on Monday, Feb. 28, 1910, between the hours of 4 and 7.

BATHSHEBA W. SMITH, President.
IDA S. DUSENBERRY, Counselor.
CLARISSA S. WILLIAMS, Treasurer.

It Starts Tomorrow Morning!

Christenson's Business Opportunity Shoe Sale

Look for the Sign of the Big Shoe
Why an Opportunity Sale?—Here's the Story—Read it!

A business proposition that offers greater possibilities than my present business, has been presented to me. It's such a proposition as a man meets but once in a life time. And like most business propositions, it requires money—and lots of it—to take advantage of it. There's a time limit to this opportunity so there must be quick action on my part—and on your's too—if we are both to reap the benefits. I will leave no stone unturned to secure this advantage, but without your aid it will be impossible. I am not asking your aid without being willing to pay liberally for it. I am not looking for profits—I am not considering values. The entire stock has been marked for quick selling. If the sale is successful, and I am able to raise the amount of money necessary, I will retire from my present business—BECAUSE—This is My Opportunity.

Christenson's

Men's \$3.50 New Spring Shoes

\$2.95

Business Opportunity Sale

Every Previous Sale Offer Eclipsed

Christenson's

Ladies' \$4 and \$5 New Spring Shoes

\$3.35

Business Opportunity Sale

The Prudent Shopper Will come early and often.

offered bargains that usually come when stocks are depleted, "picked over," and shop worn. Only the need of quickly raising a large sum of money to take advantage of the bigger opportunity ahead of me, induces me to make such remarkable cuts in prices. I do not believe that any previous shoe sale held in this city ever presented such tempting values for so little money as you will be asked to pay in this Big Business Opportunity Sale.

Christenson's

Broken Lines Men's Shoes Up to \$3 Values

\$1.98

Business Opportunity Sale

See the Bargain Tables

Christenson's

Ladies' Shoes Up to \$4.00 Values

\$2.85

Business Opportunity Sale

All Our Stock Is New

No old or shelf-worn goods. Every style we show is seasonable.

Christenson's

Men's \$3.00 Shoes

\$2.65

Business Opportunity Sale

Every Item a Money Saver

Christenson's

Ladies' \$3.00 Shoes

\$2.45

Business Opportunity Sale

Every New Style Is Here

We have an immense stock to move, so we've cut the prices deep.

Christenson's

Men's \$4.00 Crockett Shoes

\$3.80

Business Opportunity Sale

Shoes of Standard Makes

Christenson's

Ladies' \$2.50 Shoes

\$1.98

Business Opportunity Sale

An Almost Endless Variety

Crossett shoes are favorably known the world over.

When the Doors Open at 10 o'clock Tomorrow Morning, Utah's Greatest Shoe Sale Will Commence.

Look for the Sign of the Big Shoe

Christenson

SHOES ARE BETTER

120 South Main Street

Look for the Sign of the Big Shoe